

TABLE 14
EXTRATERRITORIAL LAND USES

| | <u>Acreage</u> | <u>Percentage of Developed Land</u> |
|--|----------------|---|
| Residential | 116.63 | 16.7 |
| Trade | 99.94 | 14.3 |
| Manufacturing | 16.38 | 2.3 |
| Services | 34.86 | 5.0 |
| Transportation, Communications, and Utilities | 412.21 | 58.9 |
| Cultural, Entertainment, and Recreation | 19.30 | 2.8 |
| Vacant | <u>5103.21</u> | |
| TOTAL | 5802.53 | |

TABLE 15
PLANNING AREA LAND USES

| | <u>Acreage</u> | <u>Percentage of Developed Land</u> |
|--|----------------|---|
| Residential | 485.86 | 33.0 |
| Trade | 133.53 | 9.1 |
| Manufacturing | 75.06 | 5.0 |
| Services | 73.82 | 5.0 |
| Transportation, Communications, and Utilities | 665.71 | 45.2 |
| Cultural, Entertainment, and Recreation | 39.24 | 2.7 |
| Vacant | <u>5418.11</u> | |
| TOTAL | 6891.43 | |

Six year ago, approximately 70 percent of the land within the town limits was developed for urban purposes; today (1976), the figure is 71.0 percent. Generally speaking then, the extent of compactness has remained essentially the same.

Both in the extraterritorial area and that of the town, transportation, communications, and utilities is the category utilizing the greatest percentage of developed land, followed by residential. Within town, however, manufacturing ranks number three (dominated by Swift's Farm Center); extraterritorially, trade (dominated by the oil storage facilities) ranks third.

One of the most notable changes in the transportation sub-category has been the addition of U. S. 70-A west of town. One of the major deficiencies noted in the 1970 study was the necessity for trucks going between the oil storage area and I-95 to pass through town; with U. S. 70-A intersecting Buffalo Road slightly south of the storage area, this shortcoming has been eliminated.